

## **Sizewell C : Stage 2 Pre-Application Consultation**

### **Response from the Alde and Ore Association (Registered Charity number 1154583)**

The Alde and Ore Association exists to protect for the public benefit the Alde, Ore and Butley rivers and their banks from Shingle Street to their tidal limits together with features of public interest. It has 1700 members.

The concerns the Association has about the plans for Sizewell C are:-

#### **1. Consultation Question 2 : Main Development Site: Environment.**

- i. Information to date about the reviews of coastal processes and the likely consequences for the coastline of changes to and installations on the shoreline for Sizewell C requires more attention before any confident predictions can be made that this fragile coastline will not be adversely affected or natural processes hastened.
- ii. The information about coastal morphology and the processes changing it are always being updated as there is a great deal which is not known about the interaction of winds, currents, and sand/shingle forms. The Suffolk coast is a very dynamic one, for example the changing shape of the beach immediately south of Sizewell this winter with a beach-long ditch behind a new shingle bank, the continued cutting back of the cliff path near Thorpeness Cliff and the way the sea undercuts that cliff at high time, as most recently and shown by a major cliff fall after the surge of 13/14 January 2017, which tragically resulted in loss of life. It is not clear how much work has been carried out on the impact of coastal changes in the Sizewell bay further down the coast.
- iii. Recent work about coastal processes around Slaughden, by The Crown Estate and linked universities shows the shoreline to be a very complex one. There needs to be a very clear account of assessments made and the relative certainty of assumptions made that there will be no impact south of the Ness of Thorpeness. Assurance is needed that full account will be taken of the impact of any coastal additions including the extended shore protection, the Beach Landing Platform, jetty and offshore cooling water systems. Any impact further south could badly affect the town of Aldeburgh, with a breach to the coastal defences and erosion of the shingle spit that helps form the estuary and the mouth of the river. There will also need to be plans to monitor all the coast should the project go ahead to enable preventative or mitigatory work to be undertaken, such as a shingle engine off Slaughden, and that any of these which are put in place will be monitored.
- iv. The Association fully supports the need for more data as identified by SCAR and that it should be made available well before Stage 3.
- v. The Association understands that the proposals consider using aggregate dredged from somewhere in the North Sea. There should be a process to review this to ensure that there is no impact on the Suffolk coast as a result of such dredging operations.

#### **2. The completed EIA should be available before the next Consultation Stage 3.**

3. Plans for ensuring that works understand the need to respect the SSSI status and nature reserves which abound in this area and that hunting and fishing without licences, and making fires are not permitted through the Suffolk Coastal area. The Alde and Ore Estuary had a large number of national and international habitat and nature designations. Any leisure use of the area must respect that. The same goes for areas nearer to the north and south of the site.

**Transport implications. (Consultation Questions 3. Access, 7 Transport: overall strategy, 8. Rail, 9. Sea, 10. Park and Ride, 11. Road Improvements-A12, 12. Road improvements- Yoxford)**

4. The Suffolk Coast, including the Alde and Ore Estuary, is largely within an Area of Outstanding Natural Beauty. A significant part of the economy is dependent upon tourism. A study of the Alde and Ore area alone in 2014 indicated an annual spend by visitors of nearly £80 million.

The plans so far do not suggest sufficient account has been taken of the very substantially greater traffic on existing roads for a period of 10 or more years and its impact on the local economy. The traffic projections include over 700 more HGV journeys each day and a large increase in other vehicles passing to the site. It seems that the weight of individual vehicles as well as the sheer volume may be beyond the capacity the roads were built to carry. The region therefore faces possible deterioration of the roads, and the volume and nature of the traffic is likely to seriously discourage tourists and holiday makers who come to enjoy the unique landscape and environment to the detriment of the area.

It is therefore very important that the project does not 'make do' with the existing network of roads which was never built to take such a multiple increase in traffic, both in volume and size, and which is already subject to bottlenecks such as near the village of Farnham, the turning at Yoxford and the very sharply bending road from Yoxford to Theberton. To ensure sustaining existing economy activities, a new dedicated relief road which bypasses the worst bottle necks on the A12 and is fit for purpose should be built. At the minimum this should be Option 4, the two village by-pass, but the previously listed D2 bypass should be looked at too.

5. **Note:** the Association is a member of Suffolk Coast Against Retreat. The Association fully supports and endorses the clear comments being made by SCAR and this should be taken to mean the Association should be clearly reported as supporting each of the comments made.

: the Association also endorses the comments made by the Alde and Ore Estuary Partnership and points out that the submission made by the AOEP in 2013 remains to be responded to as well as Stage 2 papers do not address concerns raised.

**Alison Andrews, Chairman**

**Alde and Ore Association**

**2 February 2017**